GOOD TIRES FOR \$10 CANNOT BE FOUND

Consider the Cost of the Fabric Alone and You Will Understand.

sale of bad tires.

As was pointed out in the other stories, the big manufacturers spend much cash to give motorists their money's worth of mileage, and therefore can be trusted to offer the very best there is in the line of automobile footwear. They have the inclination and the facilities to do what is right. Therefore why should there be sany doubt about the kind of tires to buy? Tires that have a good name to live up to will always be your best buy.

Clyde S. Thompson of the Miller Rubs

"This cotton goes through fourteen different processes at the fabric mill be-fore it is ready to be built into a tire. fore it is ready to be built into a tree. Each one of these processes naturally costs money, with the result that the fabric part of a tire alone costs a very pretty penny. Rubber is not so expensive to-day as it was, but it still costs a very definite sum per pound—and a good many pounds must be used in every cas-

'No man has a right to buy a chean tire, because in doing so be not only risks his own life but he also leonardizes the lives of others. The man who ight a ten dellar tire and had a blowout in ten minutes was fortunate. Sup-pose, for instance, the tire held out long mough for him to take his family out

closed bodies on the Paige line this year, ported for him to take his family out for a Sunday aftersoon drive and he should be howling merrify along the highway when the tire blew out and threets them all into the ditch, with perhaps a form of the highway when the tire blew out and threets them all into the ditch, with perhaps a form of the highway when the tire blew out and threets them all into the ditch, with perhaps a form of the highway when the tire blew out and threets them all into the ditch, with perhaps a form of the highway when the tire blew out and threets the highway when the tire blew out and threets the highway when the tire blew out and threets the highway when the tire blew out and threets the highway when the tire blew out and the him and the hi

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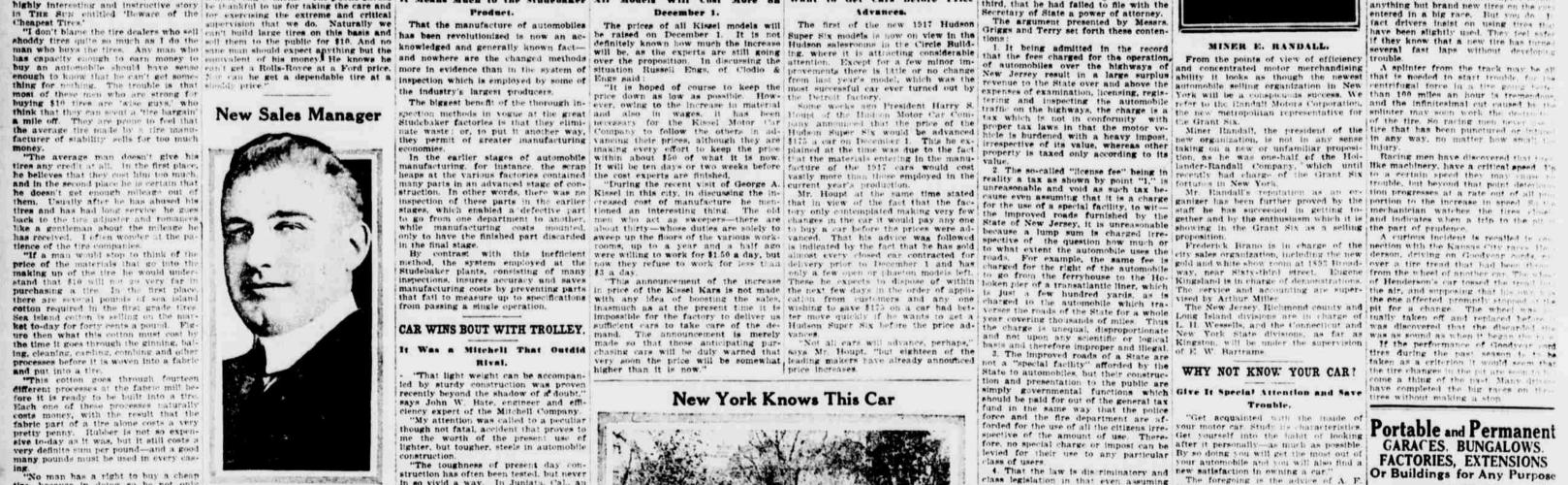
great many cases knowingly buy a fabric made of short staples. The average man or automobilist can't tell the difference between a fabric made up of short staple and one made of long staple; but the road is the place where he will very soon find out whether or not the fabric in his tire is made of short or long staples; because the strain and stress imposed upon a tire very quickly demonstrate the strength of the fabric.

"Then there is another factor. One reason why cotton is universally used in the construction of tires is because the cotton fibre is the only fibre grown that will withstand the heat of the vulcaniz-ing process. This is a very strenuous By BURTON S. BROWN.

Unusual interest has been shown by reputable tire people and the motoring public in Trix Sun's exposure of cheap imitation tires and dishouest tire dealers who have been giving automobile owners so much frouble. And the honest tire manufacturers are mighty glad motorists are interested, because the indifference of the latter has made possible the ready sale of bad tires.

As was pointed out in the other stories.

Clyde S. Thompson of the Miller Rub-er Company presents some interesting to the subject of manufac-ader the volume of tires through which turing costs. He writes as follows:
"I read with considerable pleasure the highly interesting and instructive story in The Sux entitled 'Beware of the Cheapest Tires."
"I don't blame the tire dealers who sell can't build large tires on this basis and supervision that we do. Naturally we can't build large tires on this basis and supervision to the public for \$10. And no



J. O. HOPBAUER.

in ten minutes was pertuned. The stree beyond question that the and knocked a large suburban trolley car completely off the track. The automobile was only slightly damaged, but the

YEAR'S AUTOMOBILE EXPORTS EXCEED \$100,000,000

Represent One-tenth of Gross Value of American Production and One-fifteenth of All Cars Built-Trucks

Constitute 57 Per Cent. of Value of Exports. Figures just issued by the Department of Commerce show that 80,658 motor vehicles, valued at \$100,258,220, were shipped from the United States during the twelve months ended June 30, 1916. This represents one-fifteenth of all the motor vehicles produced in this country in the last fiscal year and one-tenth of their gross value, ac-cording to estimates of the National Automobile Chamber of Com-

merce.

There were shipped to foreign countries (not including American possessions) 21,265 commercial vehicles, valued at \$56,805,548, and 56,234 passenger cars, valued at \$40,660,263. England, France and Russia took nearly all of the trucks (19,028) and nearly one-quarter of the passenger cars (13,848), or, in all, two-thirds of the total value of the exports. Great Britain and her colonies bought 43 per cent. and France and her colonies about 20 per cent. The Philippine Islands

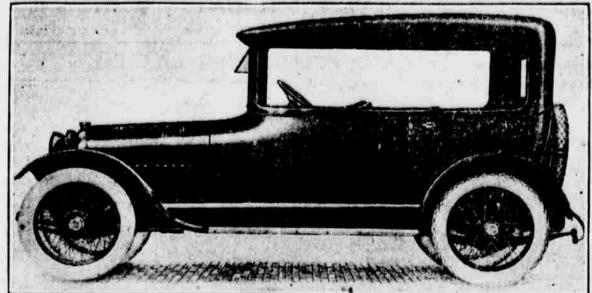
and the American possessions (Alaska, Hawaii and Porto Rico) received 4,488 motor vehicles, worth 83,740,145.

Products of American factories went to 78 different countries, including Rumania, Switzerland, Serbia, the Azores, Madagascar, French frica, Tasmania, Corea, Paraguay, Guianas, Nicaragua, Hayti and the

Danish West Indies.

Nearly 20 per cent, of all the automobile exports were taken by twelve countries, as follows: England, France, Russia, Canada, Australia and Tasmania, Cuba, New Zealand, Argentina, British South Africa, British India, Philippines and Dutch East Indies.

Clean Lines and Great Utility in This Velie



In this striking model shown by George Garland on Broadway at 62d street, the windows doors may be adjusted in any position desired or entirely concealed so that one has an open touring car. It is upholstered in whipcord and sells for only \$1085 f. o. b. Moline, Ill.

FINE INSPECTION SYSTEM.

Product.

led by sturdy construction was proven recently beyond the shadow of a doubt." says John W. Bate, engineer and effiency expert of the Mitchell Company.
"My attention was called to a peculiar

though not fatal, accident that proves to me the worth of the present use of lighter, but tougher, steels in automobile "The toughness of present day con-struction has often been tested, but never in so vivid a way. In Juniana, Cal., an accident occurred recently one evening

about 8 o'clock.
"D. E. Parker, president of the First "It is true beyond question that the National Bank of Juniata, collided with

ters in Sixty-Brat Street.

fitted to practically every chassis now on the market, either new or old. The four

BIG CAR OWNER INCREASE.

two minutes.

Figures from the office of the Secretary of State show the big strides the automobile industry has taken during the past year in New York State.

There are 202,422 owners as against 224,113 in 1915; 2.463 dealers, as against 2,179 in 1915; 98,557 chauffeurs, as against 71,142 in 1915, and receipts to the State of \$2,502,496,50, as against 21,851,968 in 1915.

KISSEL PRICES TO ADVANCE. MANY BUY HUDSON SUPER SIXES It Means Much to the Studebaker All Models Will Cost More on Want to Get Cars Before Price December 1.

That the manufacture of automobiles The prices of all Kissel models will

idvances.

New York Knows This Car



"National progress in the roads movement is especially welcomed by tire makers," says J. C. Murray of the Empire Rubber and Tire Company, the Empire Rubber and Tire R The Springfield Body Company an induces the opening of a New York service station at 22 West Sixty-first street, and added strength simultaneously into

nounces the opening of a New York service station at 22 West Sixty-first street, in the heart of the automobile district. This information will be of interest to the many owners of Springfield type bodies here and is in line with the progressive business management of the Springfield Boay Company, whose bodies have been adopted for use on twenty-seven of the leading makes of cars.

Charles Baasch, formerly located at the factory in Springfield, Mass., is manager of the new service station.

The Goodman Auto Body Company, line, at 1737 Broadway, at Fifty-fifth street, continues to handle the custom trade for this line. These bodies can be fitted to practically every chassis now on the market, either new or old. The four

ture or a blowout. But in many the market, either new or old. The four the tire is not at fault. It has given it can be easily converted into a berline away only to road shock that could not moustne, suburban or touring car in be resisted by anything save a solid steel; year of world wide suc-With better roads justice will be done

the tire." Four Passenger Coupe Is Here.

\$1400

Now beginning its third cess. In operation all over America, and in 49 foreign lands.

KING CAR CORPORATION OF N. Y. Broadway at 52d St., Manhattan, Telephone 383 Circle.

IMPORTANT TEST OF STATE MOTOR TAX

Supreme Court Has Automobile Organization's Case Against Jersey.

WASHINGTON, Nov. 11.-Whether a State can tax a motorist road traveller from another State for the use of its roads will be decided in the near future by the United States Supreme Court, the argument for the so-called New Jersey test case prepared jointly by the Amerian Automobile Association and the Naional Automobile Chamber of Commerce having been presented on the last day of

October to the highest court in the land John W. Griggs, former Attorney-General of the United States, was the spokesman for the owners organization, and Charles Thaddeus Terry appeared for the car makers. The case of Frank J. has car makers. The case of Frank J. Kane vs. the State of N. w Jersey was based on the interstate fourthey of the plaintiff from New York to Pennsylvania, he being convicted and fined for a violation of three provisions of the New Jersey law: First, that he had failed to register his automobile in New Jersey; second, that he had failed to pay the tax imposed on non-residents; third, that he had falled to file with Secretary of State a power of attorney.

The argument presented by Messrs.

not a "special facility" afforded by the State to automobiles but their construc-tion and presentation to the public are simply governmental functions which should be paid for out of the general tax and in the same way that the police force and the fire department are af-forded for the use of all the citizens irre-spective of the amount of use. There-Get yourself into the limit of looking

Sells Grant Six



Give It Special Attention and Save

fore, no special charge or impost can be after it personally—as much as possible levied for their use to any particular By so doing you will get the most out of class of users.

4. That the law is discriminatory and new satisfaction in owning a car." class legislation in that even assuming that the "license fee" is a charge for the use of the roads it is not imposed upon all the users of the roads and use up and destroy the roads in a large degree, and, therefore, if the tax were to he an equal and uniform tax it must be an equal and uniform tax it must be imposed upon horse drawn vehicles as well as upon automobiles.

The foregoing is the advice of A. F. Knobloch, general manager of the Cole where Car Company of Indianapolis, to all automobile owners and prospective purchasers. He was giving an informal table to a group of owners at a limbeon recently when he was usled to discuss well as upon automobiles.

The foregoing is the advice of A. F. Knobloch, general manager of the Cole whether Car Company of Indianapolis, to all automobile owners and prospective purchasers. He was giving an informal table to a group of owners at a limbeon owner. The first day of simplified automobile mechanism, he said, "the average owner is to often the defect of the cole where the advice of A. F. Knobloch, general manager of the Cole whether the advice of A. F. Knobloch, general manager of the cole and automobile owners and prospective purchasers. He was giving an informal table to a group of owners at a limbeon owner. The first control of the cole and the cole a 5. The requirement that before any non-resident shall use the highways of the State he must file a power of attorney with the Secretary of State and authorize such secretary to receive service of process for him, is ousting him of his perit engineers have so designed in that demolities and the control of the modern motor car. Its demicile and imposing a requirement weenest can drive it as well as seen which is not imposed upon any other Nevertheless, the owner who simply class of non-resident citizens of the knows how to start his own car, regulated States going into the State of late its speed and then step it, while he

Class of non-resident citizens of the United States going into the State of New Jersey. It is assuming in advance that the automobile user is likely to commit a criminal act, which is absurd on the face of it. He is no more likely to commit a criminal act than any other non-resident entering the State of New Jersey, and even if he were such a method of enforcing the criminal law is unknown to our jurisprudence.

5. The requirement of a power of at torney from non-residents and the imposition of a fax upon non-residents and the impositation and take out registration, are burdens on interstate considered with all of their parts. The slightest strangs sound when running a full of their parts. The slightest strangs sound when running a full of their parts. The slightest strangs sound when running a full of their parts. The slightest strangs sound when running a full attract their attention and the first thing they do is to investigate the crigin of that sound and this prompt attention.

THE SENSATION NOW READY FOR INSPECTION FOR 1917

Moline-Knight MODEL "G"

A 50 H. P. Seven-Passenger Sleeve-Valve Motored Car for. \$1750 F. O. B. Factory Model "G" is the most beautiful car our expert designers have

ever turned out and the Price Shatters all Traditions of Motordom when Power, Economy, Flexibility and Easy Riding are considered. It has the greatest "get-away" of any car irre-spective of size or number of cylinders. The Knight motor exclusively used in our cars ensures silent, luxurious running and freedom from carbon accumulation. No

grinding of valves; no springs to get out of order. The standard of quality in pleasure cars for royalty, the nobility of Europe and for American motorists. We invite inspection of this greatest of triumphs in modern unto-date car building. Show-room open evenings for the convenience of our patrons until 9:30 o'clock. Immediate delivery

guaranteed to those who place their orders at once.

C. H. WASHBURNE, INC. 1848 Broadway,

RACE DRIVERS FEAR **NEW TIRES MOST**

Feel Safer When Tire Has Turned Several Fast

Laps.

The remarkable success of Goodies cord tires in the big automobile racing events of the last three months has caused much speculation as to the factors. which affect tire durability in these terrific grinds of speed and endurance. The tire performances in the sport of autmobile racing are scarcely less intereing than the wonderful skill of the dr ers and the amazing endurance of the

The car, the driver, the track and ma weather-all these are variables wh have an important bearing on the the behavior in a hig race. Of these driver's influence is perhaps the great. He may be the making or the making of his tire equipment No per men handle a car in the same manner and tire performances vary according the methods of the man at the wheel

The men who play the during game of the speedways have accumulated by experience a great fund of information about tires. You wouldn't expect to find anything but brand new tires on the preentered in a big race. But you do 1 fact drivers insist on using thes that have been slightly used. They feel safer

the tire changes in the pit are seen to be come a thing of the mast Many drive have completed the big races on the tires without making a stop.

Portable and Permanent GARACES. BUNGALOWS. **FACTORIES, EXTENSIONS** Or Buildings for Any Purpose



S. PORTABLE BUILDING CO.

Soon Isotia Townear Special State Leater Importance Packard, seven passenger, \$250, Oliver 1914; \$450, Columbia Emigri 1914; \$450, Columbia Em

All makes, all stars lag same so many bargains we can any a partition and future. Thousands of Tires and future. SAVING ter 25 10 50 Tubes, guaranteed 2. Sundries at tur Prices Jandorf Automobile Co..

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BENZ-LIGHT TOURING CAR es and the motor w PIERCE ARROW LIMOUSINE and tires all great with the p

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RENAULT BRISTORY (A) better broughten steer began town Hoskins Scott Co. 1836 Block 1915 FIAT IMPOSITED FOR SERVICE CO., 1839 IF W.S.

New York City. PROBLEM TANK AND THE PROBLEM OF THE